

October 27, 1966

MEMORANDUM

TO: Boston Redevelopment Authority
FROM: Edward J. Logue, Development Administrator
SUBJECT: Zoning Referrals

I. ZONING COMMISSION

Re: Map Amendment Application No. 38
Boston Redevelopment Authority
South Cove Urban Renewal Project

South Cove staff seeks to make two changes in the zoning map within the South Cove Project in Boston Proper to enable the carrying out of the renewal plan. The larger change is that of raising the Floor Area Ratio for the central portion of the project area from a B-4 to a B-8. This of course, will allow taller buildings but it will also exempt the area from any required parking. Also, a northerly expansion of the Bay Village residential area is desired by changing Winchester and Piedmont Streets from a B-4 zone to an H-2 zone.

VOTED: That in connection with Map Amendment Application No. 38 by the Boston Redevelopment Authority seeking two changes in the Boston Proper Zoning Map within the South Cove Urban Renewal Project, the Authority requests that the changes be made in order that the zoning map may conform with the renewal plan, which has been approved by the Mayor and the City Council. The Plan calls for an extension of the downtown building types in the business area and also for an extension of the Bay Village residential area.

Re: Map Amendment Application No. 39
Zoning Commission
Area between Hancock & Bowdoin Sts.
from Derne Street to Cambridge St.
Beacon Hill

Beacon Hill Civic Association, several months ago, petitioned to forbid use of land for any of four types of dormitories or for fraternities or dormitories in the H-2-65 district which coincides with the Beacon Hill Historic District. The Authority recommended approval of the petition. The Zoning Commission is also considering acting favorably on this petition provided that the three blocks just west of the State Office Building are detached from the district, thus allowing possible use of the area in the immediate vicinity of Suffolk University for dormitory use, as at present. It would however, remove the

height limit of seven stories. Because of the small lots and the fact that the area is still in the historic district, there is little danger of high rise buildings. If, after a public hearing, there is a consensus for this action, the Zoning Commission will place the three blocks in an H-2 zone and will then follow this up by later granting the text amendment application for restricting dormitories in the remaining H-2-65 zone. It would appear that this is a just compromise in a contentious case. Recommend approval.

VOTED: That in connection with Map Amendment Application No. 39 brought by the Zoning Commission to change three block area between Hancock and Bowdoin Sts. running from Derne Street to Cambridge Street in the Beacon Hill historic district from an H-2-65 to an H-2 zone, the Boston Redevelopment Authority recommends approval, since in its opinion, there is little danger of high rise buildings being erected in this area, because of the small sized lots and the fact that the area remains in the historic district and requires approval of the Beacon Hill Architectural Commission, and an H-2 district in itself does not permit high intensity use.

Re: Petition No. Z-668
 Douglas & Lillian Watson
 4-6 Humphreys St., Dorchester

Conditional use, forbidden use and off-street parking not supplied are sought to change occupancy from community garage to repair shop garage, sale and exchange of motor vehicles and storage in a local business (L-.5) district. Appellant proposes to convert his business, that of a community garage, to a repair shop and sale of used motor vehicles. Transportation Engineering Department is opposed; they report traffic in the vicinity is lively and curb parking on Humphreys Street is forbidden. The proposed repair shop without parking facilities (15 spaces required, none provided) would contribute to congestion in the street and substantially derogate from the intent of the code. Denial is recommended.

VOTED: That in connection with Petition No. Z-668, brought by Douglas & Lillian Watson, 4-6 Humphreys Street, Dorchester, for change of occupancy from community garage to repair shop garage, sale and exchange of motor vehicles and storage in a local business district, the Boston Redevelopment Authority is opposed to the granting of the variances. Curb parking is forbidden on Humphreys Street. The proposed conversion, lacking the necessary parking facilities, would contribute further to the vehicular congestion in the street and the immediate area.

Re: Petition No. Z-669
 Gordon L. & Mary R. Brown
 13-17 Caldwell St., Charlestown

A forbidden use and variance of rear yard less than required are sought to erect a one story building for use as a welding shop in a local business (L-1) district. The locus is situated on the Boston-Somerville line. The Charlestown project staff is opposed because the use would abut a residential district in Somerville. A twenty foot rear yard is required and none is supplied. Denial is recommended.
 Optional case.

VOTED: That in connection with Petition No. Z-669, brought by Gordon L. & Mary R. Brown, 13-17 Caldwell St., Charlestown, to erect a one story welding shop in a local business district, the Boston Redevelopment Authority is opposed to the granting of the variances. The proposed used located on the Boston-Somerville line, would abut a residential district in Somerville. None of the required 20 foot rear yard is supplied.

Re: Petition No. Z-670
Pere Marquette Building Association
64-66 N St., So. Boston

Four variances and a conditional use permit are sought to erect a one story and basement addition to a club in an apartment (H-1) district. The floor area ratio is excessive, side and rear yards less than required and off street parking not supplied. The addition is proposed at the rear of the existing club. Appellant states the present structure will be razed in the future. Transportation Engineering Department recommends denial because of intensification of land use without provisions for off-street parking.

VOTED: That in connection with Petition No. Z-670, brought by Pere Marquette Building Association, 64-66 N Street, South Boston, for four variances and conditional use permit to erect a one story and basement addition to a club in an apartment (H-1) district, the Boston Redevelopment Authority is opposed to the granting of the variances. Intensification of land use without provision for off-street parking nullifies the intent and purpose of the code. The Authority is not opposed to the use but feels because of new construction, off-street parking should be supplied.

Re: Petition No. Z-671
Leo's Car Wash, Inc.
94 Park St., Dorchester

Variance of front yard less than required is sought to erect a one story addition to a car wash in a light manufacturing (M-1) district. The expansion will provide protection for employees from the elements; the water and steam lines would be covered. Eleven of the 20 foot yard requirement is supplied and this is within the average alignment of other buildings on the street. Approval is recommended.

Optional case

VOTED: That in connection with Petition No. Z-671, brought by Leo's Car Wash, 94 Park Street, Dorchester, for a front yard variance to erect a one story addition to a car wash in a light manufacturing district, the Boston Redevelopment Authority has no objection to the granting of the variance. The request is reasonable, will be beneficial to employees and provide cover for water and steam lines, and the eleven foot front yard being supplied is within the average alignment of other buildings on the street.

Re: Petitions Nos. Z-672-674
Fairview Apartments, Inc.
1653-1657-1661 Commonwealth Avenue,
Brighton

Variances of lot area per additional unit, usable open space and off-street parking less than required are sought to change occupancy from three buildings and 27 apartments to one building and 60 apartments in an apartment (H-1) district. Perusal of the plan indicates several inadequacies. Cars cannot be parked as shown on plan since there is insufficient maneuvering area. The isle between cars should be 24 feet instead of 10, therefore creating a further deficiency in spaces. The usable open space then is decreased to 100 square feet per unit, a shortage of 300 square feet for each. A violation of excessive floor area ratio which has not been noted would be doubled. Transportation Engineering Department is opposed. Recommend the variances be denied.

Optional case.

VOTED: That in connection with Petitions Nos. Z-672-674, brought by Fairview Apartments, Inc., 1653, 1657, 1661 Commonwealth Avenue, Brighton, for variances to change occupancy from three buildings and 27 apartments to one building and 60 apartments in an apartment district, the Boston Redevelopment Authority is opposed to the granting of the variances. Perusal of the plan indicates several inadequacies. Cars cannot be parked as shown on plan since there is insufficient maneuvering area. The isle between cars should be 24 feet instead of 10, therefore creating a further deficiency of spaces. The usable open space then is decreased to 100 square feet per unit, a shortage of 300 square feet each. A violation of excessive floor area ratio which has not been noted would be doubled. There is nothing of exceptional character that would justify relaxation of the code to allow these variances.

Re: Petition No. Z-675
Joseph Amara & Sons, Inc.
988-990 River St., Hyde Park

Four variances are sought to sub-divide lot in a residential (R-.5) district. Floor area ratio would be exceeded, lot area, usable open space and rear yard would not meet requirements. A three family dwelling exists on the proposed front lot. No reasons have been submitted for the subdivision but it is assumed a dwelling will be erected on the rear lot in the future. The creation of sub-standard lots violates the intent and purpose of the code. Recommend denial.

Optional case.

VOTED: That in connection with Petition No. Z-675, brought by Joseph Amara & Sons, Inc., 988-990 River Street, Hyde Park, for four variances to sub-divide lot in a residential district, the Boston Redevelopment Authority is opposed to the granting of the variances. There is no practical difficulty and no evidence has been submitted to justify the variances. The creation of substandard lots violates the intent and purpose of the code.